AUGUST 13, 1956

SP-1913 PROGRESS REPORT #9

This progress report is written nineteen and one half months from the start of the project - December 1, 1954. As of this date, the project has the following status:

1. Fourteen aircraft have been flown and the fifteenth will arrive at the training base August 17th.
2. A total of 2208:28 flight hours have been accumulated as of 31 July, excluding foreign service.
3. On June 20th, we completed 500 hours total test time on -31 engines. This is a really fine engine with almost a complete lack of problems for our usage.
4. Detachment A with four aircraft was in place and operational 21 May 1956.
5. Detachment B has completed training and successfully completed U S C M 21 July and is to be deployed this week.
6. The cost of this total program is still well below the original estimates (see attached cost curve).

FLIGHT TEST STATUS

Airplanes 341 and 344 have been turned over to training. No. 341 still has most of its test instrumentation and is being used only for landing stage training. No. 341 is scheduled back to Burbank 22 October, to be modified and brought completely up to date. No. 344 is operational in nearly all respects for training. However, some modifications are still required to bring it completely up to date. No. 344 is scheduled back to Burbank 15 November for these modifications. No. 341 and 344 are occasionally being used for flight tests where their configuration makes it feasible. For example further auto pilot tests are scheduled to start August 22nd in article 344 for a few days and some cabin cooler testing is being done in #341.

No. 351 is basically the only full time flight test airplane at this time. It is being used in testing the more recent equipment packages such as System II, III, APQ 56, and B Configuration.

System IV, and the C Configuration are still not in sight for testing. Except for these two items, we hope to be essentially complete on the remainder of flight testing by 1 October.

Our most serious technical problem at this time is moisture on hatch windows. Tests are continuing aimed at developing a control for this condition. Temporary measures can and are being taken to alleviate this situation until a more positive answer can be obtained.

EQUIPMENT SUMMARY

SYSTEM I -- Operational

SYSTEM II - Has had 5 test flights in #351, the last two of which were reasonably successful for the entire mission. System II is not installed except in #351 at this time.

SYSTEM III - Has successfully completed test in #351 and is ready to deploy operationally. Airplanes 349 and up will accept System III. At present the main problem is gearing in the -31 engine to run the alternator required for System III. P & W are endeavoring to furnish gear kits as required to meet System III usage.

SYSTEM IV - Not yet in existence.

A1 and A2 Cameras -- Operational

B Camera - Tested on eight flights since 26 July and found to be 40 to 60 percent effective on a mission basis and 60 to 75 percent effective on a footage basis. This Unit is not yet considered operational except on a risk basis where the need so justifies the risk.

C CAMERA -- Not yet in existence. Scheduled 1 October for tests. The drift sight utilization in connection with the C Camera is considered very doubtful unless and until several improvement type modifications are incorporated. Further testing is scheduled toward this objective.

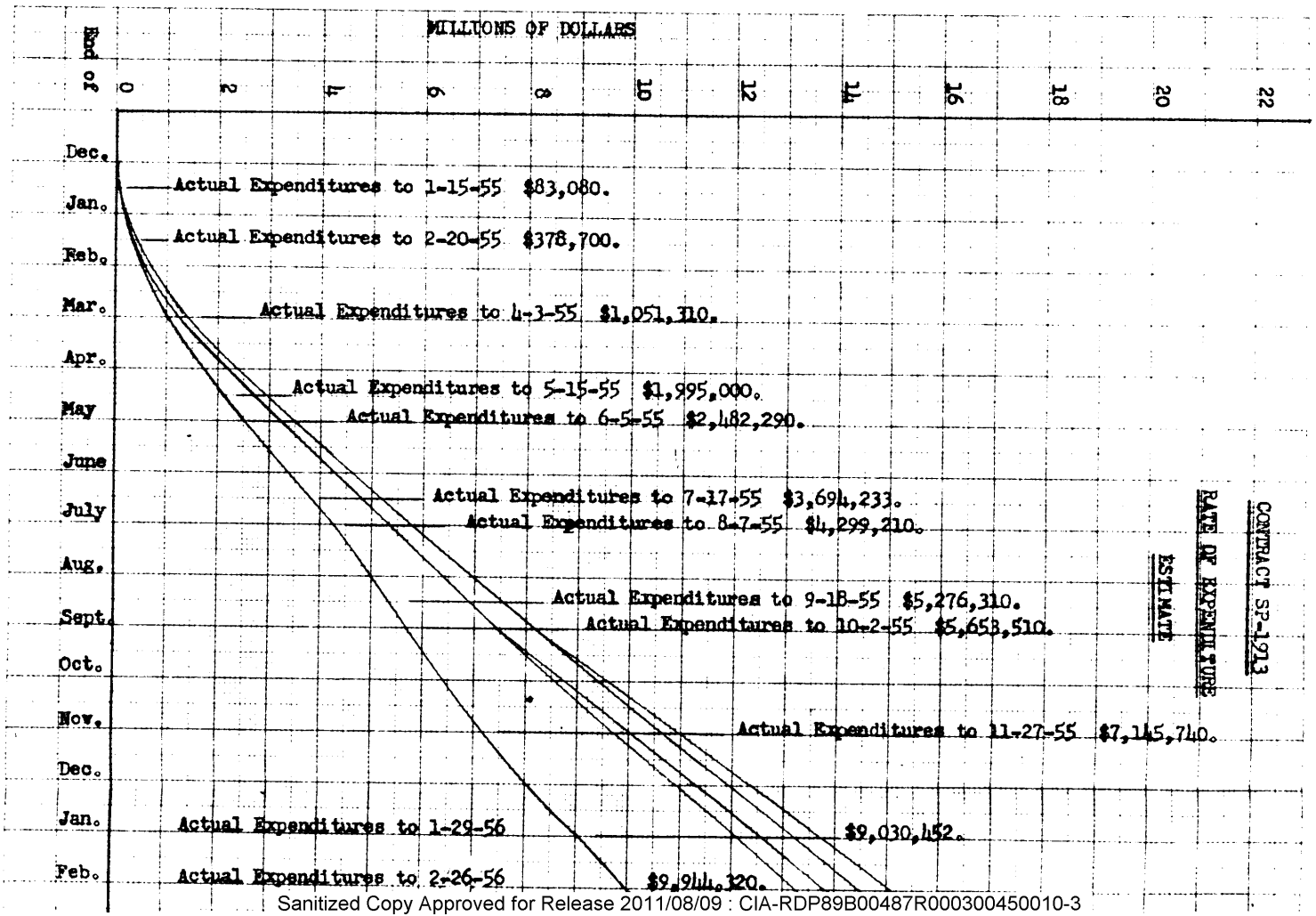
[redacted] Tested on eight flights so far with not too much success in getting a picture. There appear to be several problems yet to be solved before this equipment can be considered available for operational use. 25X1

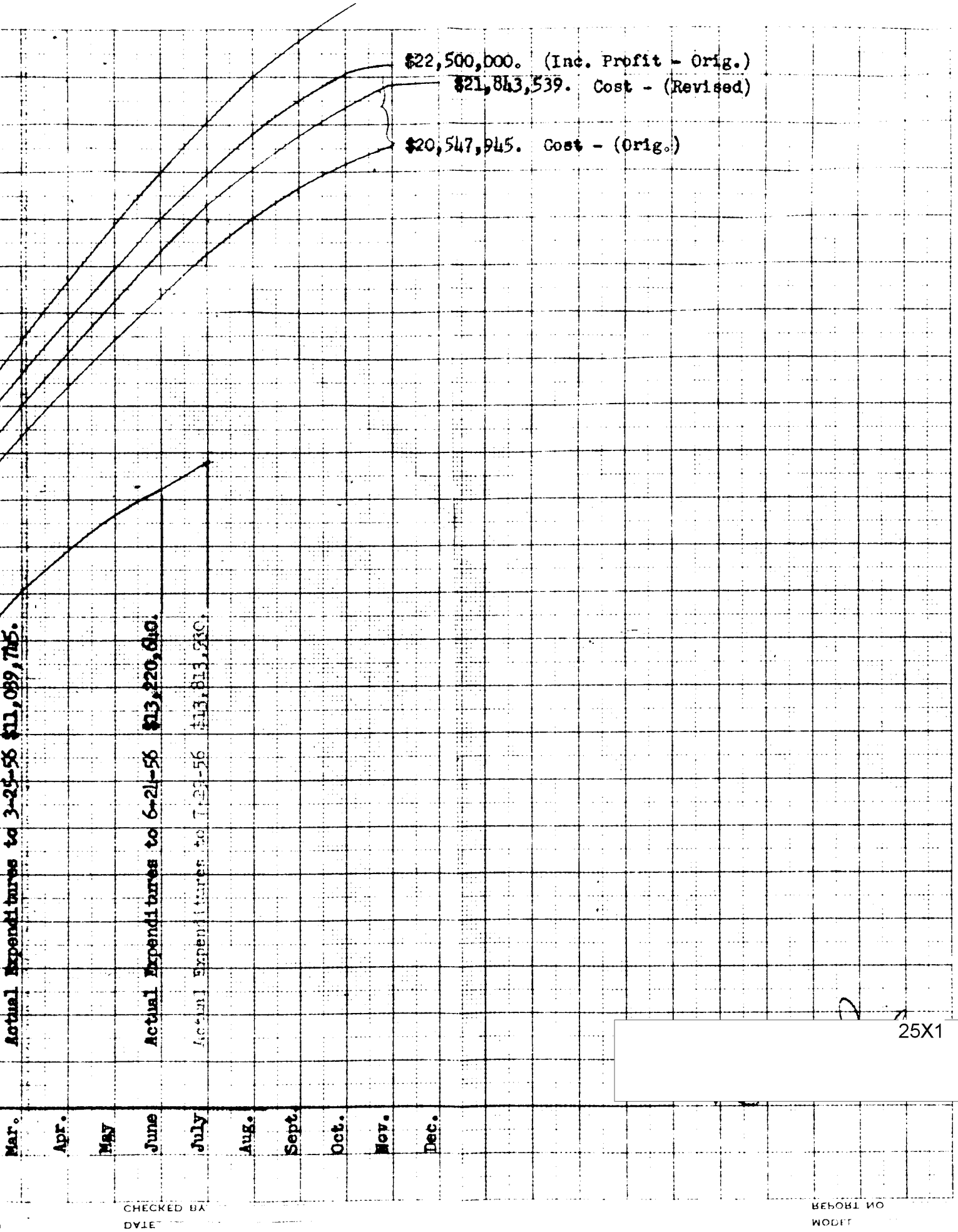
AUTO PILOT -- This equipment is operational. However the problem of setting up an auto pilot on the ground so that it will definitely work properly on the following flight has not yet been mastered. Further testing is scheduled during week of August 20, aimed at developing procedure and equipment for satisfactorily setting up auto pilot systems in the field.

SEXTANT -- This equipment is operational. Averager installations have been incorporated on Detachment A and B Articles and for training. These averager installations are temporary up through Article #354. Service bulletins and kits are being prepared to retrofit the permanent averager installation. Reports from S A C people at training base indicate the sextant to be a very practical and accurate navigational tool.

[redacted] - Being designed by Lockheed and not yet in existence. First of four hatches scheduled 15 November for test. 25X1

RADAN -- This system is to be used in conjunction with [redacted] It has not yet arrived for test. Present schedule is 1 September approximately. 25X1





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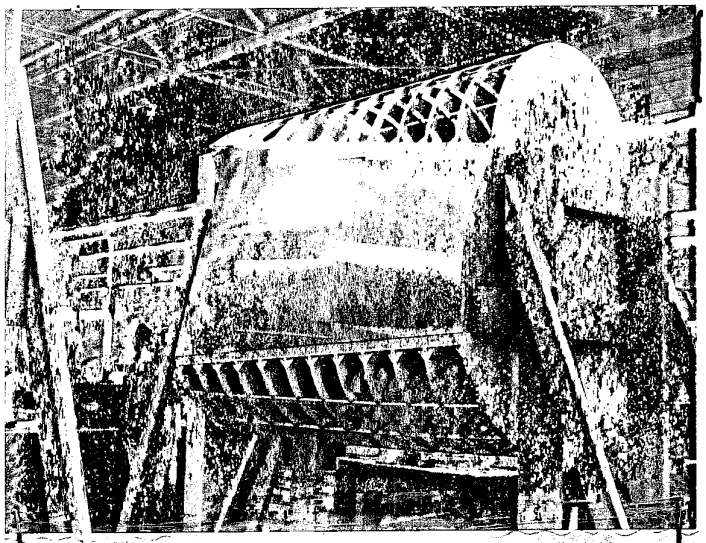
1-25-55
EQPT. BAY MOCK-UP



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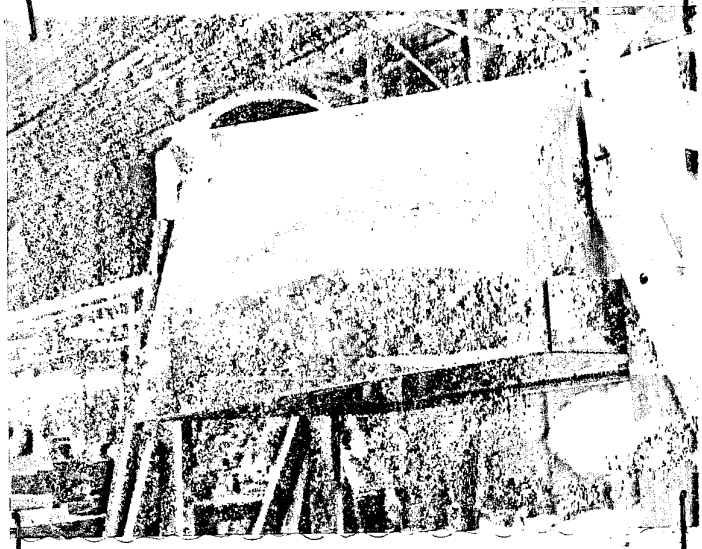
EQPT. BAY MOCK-UP
HATCHES REMOVED



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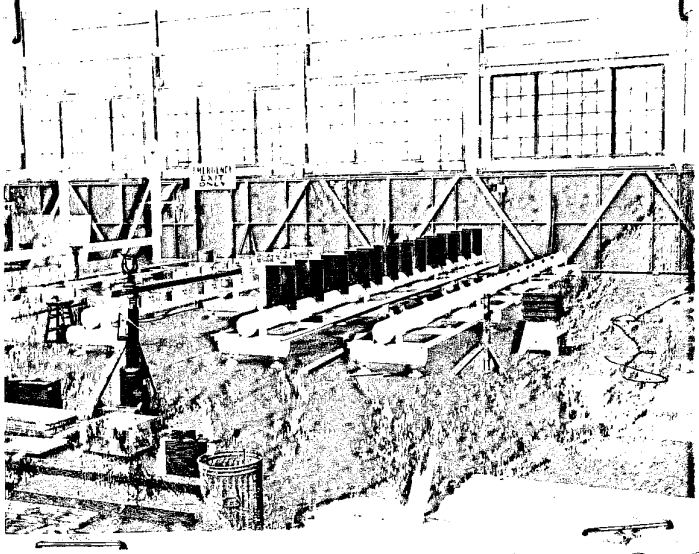
WING L.E. JIGS



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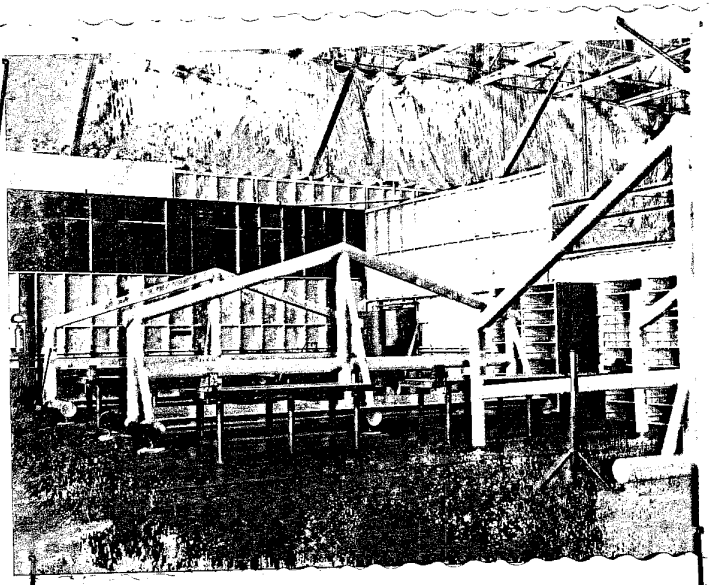
HORIZ. STAB. JIGS



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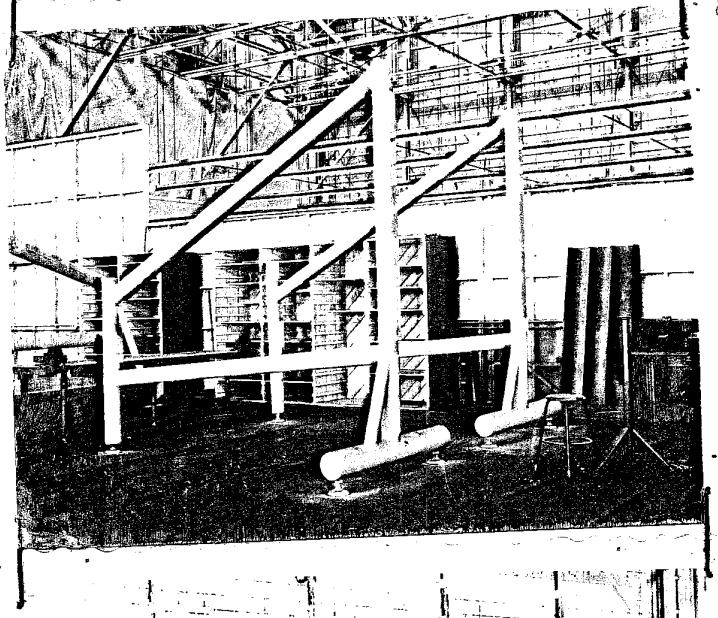
VERT. FIN JIGS



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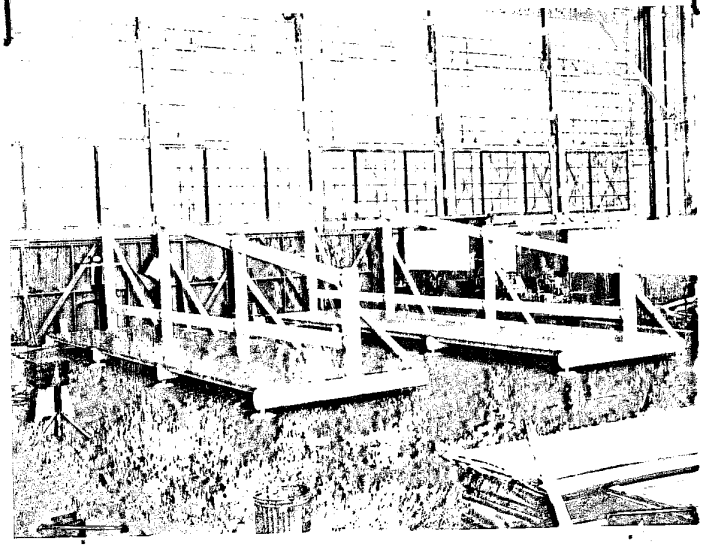
R.H. WING JIGS



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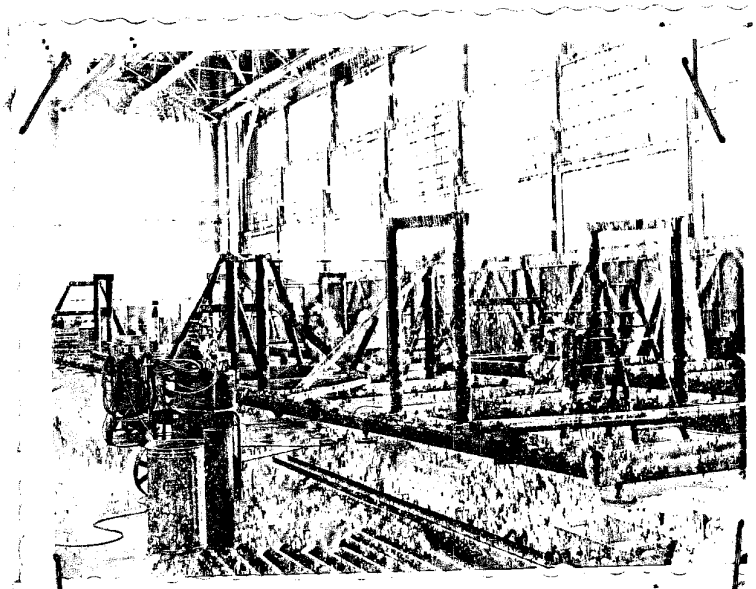
MAIN FUS. JIGS



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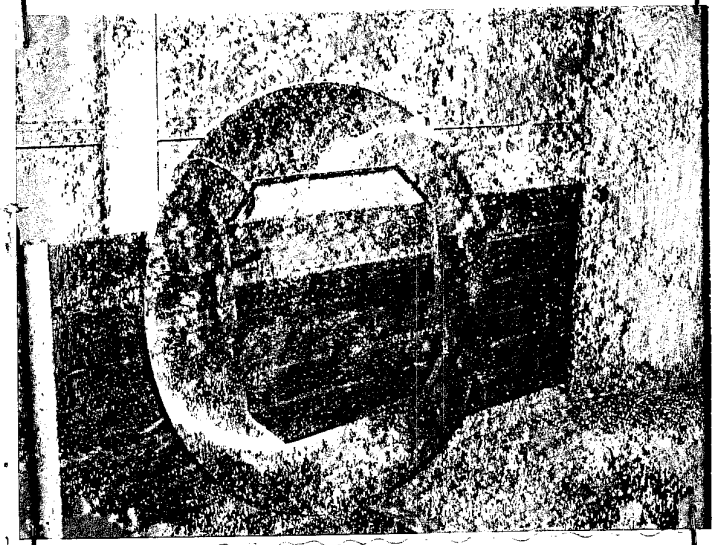
FUS. JOINT MATCH PLATE



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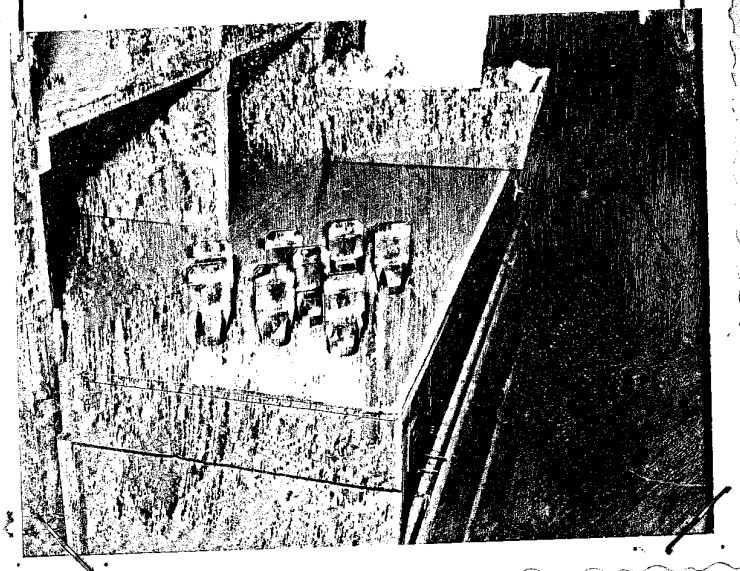

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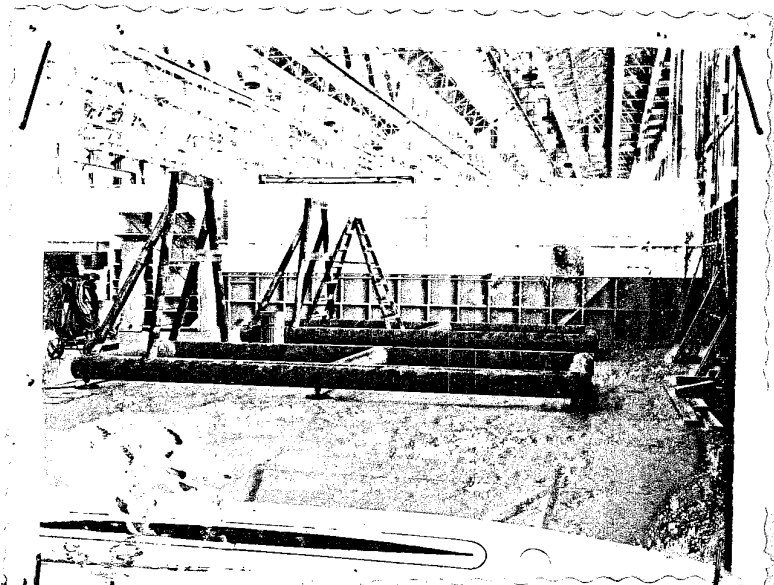
AFT FUS. JIGS



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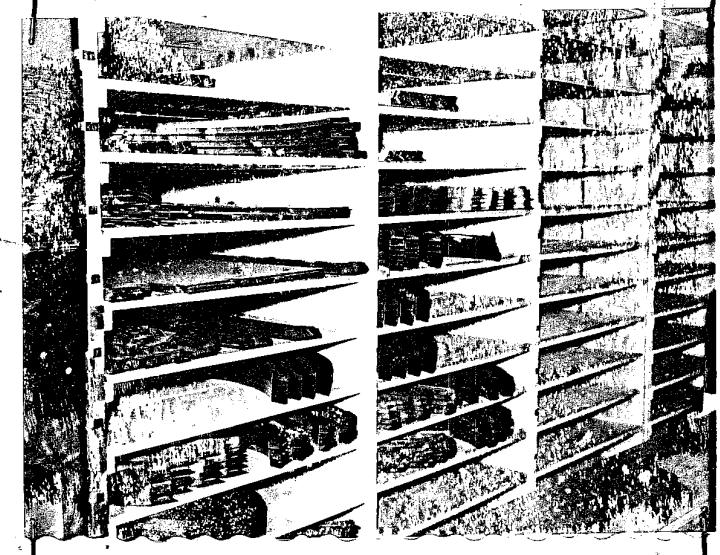
MISC. FUS. PARTS



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FUS. PRESSURE BLKDS.